

City of Ottawa 2017 TIA Guidelines

Date

6-Nov-18

**TIA Screening Form**

Project

908489-50024

Project Number

89 Richmond Rd

Results of Screening	Yes/No
Development Satisfies the Trip Generation Trigger	No
Development Satisfies the Location Trigger	No
Development Satisfies the Safety Trigger	No

Module 1.1 - Description of Proposed Development	
Municipal Address	89 Richmond Road
Description of location	Mid-block on the north side of Richmond Road in the first block west of Island Park Drive
Land Use	Residential apartments with lower floor health centre
Development Size	14 apartments units, 17 bicycle storage spaces and approximately 615 sq. m of health spa
Number of Accesses and Locations	None. Existing driveway access removed as no parking is provided
Development Phasing	One phase
Buildout Year	2020
Sketch Plan / Site Plan	See attached

Module 1.2 - Trip Generation Trigger	
Land Use Type	Mixed-use
Development Size	14 residential units & 615 sq. m of health spa
Trip Generation Trigger Met?	No

Module 1.3 - Location Triggers	
Development Proposes a new driveway to a boundary street that is designated as part of the City's Transit Priority, Rapid Transit, or Spine Bicycle Networks (See Sheet 3)	No
Development is in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone. (See Sheet 3)	Yes
Location Trigger Met?	No
The proposed development is a very low traffic generator with no on-site parking and has the existing driveway removed. Any parking requirements will be met by the area's on-street parking supply which is available in front of the building on the north side of Richmond Road. Based on the foregoing, even though the site is located in a DPA, there is no transportation basis to do anything further than complete/submit this TIA Screening Form.	

Module 1.4 - Safety Triggers	
Posted Speed Limit on any boundary road	<80 km/h
Horizontal / Vertical Curvature on a boundary street limits sight lines at a proposed driveway	No
A proposed driveway is within the area of influence of an adjacent traffic signal or roundabout (i.e. within 300 m of intersection in rural conditions, or within 150 m of intersection in urban/ suburban conditions) or within auxiliary lanes of an intersection;	No
A proposed driveway makes use of an existing median break that serves an existing site	No
There is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development	No
The development includes a drive-thru facility	No
Safety Trigger Met?	No